

CLAIM AMENDMENTS

Claims 1-20 (canceled).

Claim 21 (new): An urban road system structure for a community area, consisting of:

a ground motorway exclusively for use by motor vehicles to define a motorway layer; and

a manway exclusively for use by pedestrians to define a manway layer, wherein said manway is built and positioned above said motorway at a predetermined elevation with respect to said motorway, wherein said motorway layer and said manway layer forms a double-layered road structure in such a manner that said motorway layer of said motorway is adapted for supporting a predetermined volume of traffic flow and minimizing an adverse impact of said traffic flow on said manway, and said manway layer of said manway is adapted for urban forestation and allowing social activities to be carried out on said manway layer without being affected by said traffic flow of said motorway, wherein said motorway and said manway is arranged to form a community transportation network in such a manner that social activities of human beings is confined to be conducted on said manway and vehicular traffic is confined to said motorway without interfering with said social activities on said manway.

Claim 22 (new): The urban road system structure, as recited in claim 21, wherein said motorway comprises a plurality of expressways and a plurality of minor arterials, wherein each of said minor arterials is built between two of said expressways for performing as a ramp of said respective expressways.

Claim 23 (new): The urban road system structure, as recited in claim 22, further comprises a fly-over bridge provided at an intersection of two of said expressways, wherein said corresponding minor arterial perform a function of a ramp for said fly-over bridge for said motorway.

Claim 24 (new): The urban road system structure, as recited in claim 22, further comprising at least one turnaround passageway provided between two of said intersecting expressways so as to reduce a distance of circumambulating.

Claim 25 (new): The urban road system structure, as recited in claim 23, further comprising at least one turnaround passageway provided between two of said intersecting expressways so as to reduce a distance of circumambulating.

Claim 26 (new): The urban road system structure, as recited in claim 21, further comprising a plurality of aerial layers that are formed between said motorway and said manway, wherein said aerial layers are arranged to be used as parking areas, urban forestation, and circumnavigating of vehicles when emergency occurs.

Claim 27 (new): The urban road system structure, as recited in claim 22, further comprising a plurality of aerial layers that are formed between said motorway and said manway, wherein said aerial layers are arranged to be used as parking areas, urban forestation, and circumnavigating of vehicles when emergency occurs.

Claim 28 (new): The urban road system structure, as recited in claim 23, further comprising a plurality of aerial layers that are formed between said motorway and said manway, wherein said aerial layers are arranged to be used as parking areas, urban forestation, and circumnavigating of vehicles when emergency occurs.

Claim 29 (new): The urban road system structure, as recited in claim 24, further comprising a plurality of aerial layers that are formed between said motorway and said manway, wherein said aerial layers are arranged to be used as parking areas, urban forestation, and circumnavigating of vehicles when emergency occurs.

Claim 30 (new): The urban road system structure, as recited in claim 25, further comprising a plurality of aerial layers that are formed between said motorway and said manway, wherein said aerial layers are arranged to be used as parking areas, urban forestation, and circumnavigating of vehicles when emergency occurs.

Claim 31 (new): The urban road system structure, as recited in claim 26, wherein said motorway further comprises a plurality of branch roads, and a plurality of U-turn roads provided at intersections of said expressways.

Claim 32 (new): The urban road system structure, as recited in claim 27, wherein said motorway further comprises a plurality of branch roads, and a plurality of U-turn roads provided at intersections of said expressways.

Claim 33 (new): The urban road system structure, as recited in claim 28, wherein said motorway further comprises a plurality of branch roads, and a plurality of U-turn roads provided at intersections of said expressways.

Claim 34 (new): An urban road system for a community area, consisting of:

a ground motorway network in the community area exclusively for use by motor vehicles within the community area; and

a manway network in the community area exclusively for use by pedestrians within the community area, wherein said manway network is built and positioned above said motorway network at a predetermined elevation with respect to said motorway network, wherein said motorway network and said manway network form a double-layered road structure defining a manway layer of said manway network and a ground motorway layer of said motorway network, wherein said motorway layer is adapted for supporting a predetermined volume of traffic flow while minimizing an adverse impact of said traffic flow on said manway network so that urban forestation and social activities are allowed on said manway layer without being adversely affected by said traffic flow of said motorway layer, wherein said motorway network and said manway network are connected to form a community transportation network which allows human beings to conduct social activities on said manway network while putting vehicular traffic on said motorway network without interfering with said social activities on said manway network.

Claim 35 (new): The urban road system, as recited in claim 34, wherein said motorway network comprises a plurality of expressways and a plurality of minor arterials, wherein each of said minor arterials is built between two of said expressways for performing as a ramp of said respective expressways.

Claim 36 (new): The urban road system, as recited in claim 35, further comprises a fly-over bridge provided at an intersection of two of said expressways, wherein said corresponding minor arterial perform a function of a ramp for said fly-over bridge for said motorway network.

Claim 37 (new): The urban road system, as recited in claim 36, further comprising at least one turnaround passageway provided between two of said intersecting expressways so as to reduce a distance of circumambulating.

Claim 38 (new): The urban road system, as recited in claim 35, further comprising a plurality of aerial layers that are formed between said motorway network and said manway network, wherein said aerial layers are arranged to be used as parking areas, urban forestation, and circumnavigating of vehicles when emergency occurs.

Claim 39 (new): The urban road system, as recited in claim 37, further comprising a plurality of aerial layers that are formed between said motorway network and said manway network, wherein said aerial layers are arranged to be used as parking areas, urban forestation, and circumnavigating of vehicles when emergency occurs.

Claim 40 (new): The urban road system, as recited in claim 39, wherein said motorway network further comprises a plurality of branch roads, and a plurality of U-turn roads provided at intersections of said expressways.